

Backgrounder



The U.S. Navy's
MILITARY•SEALIFT•COMMAND

Military Sealift Command ship operating programs include:

Naval Fleet Auxiliary Force

Special Mission

Prepositioning

Sealift

Military Sealift Command

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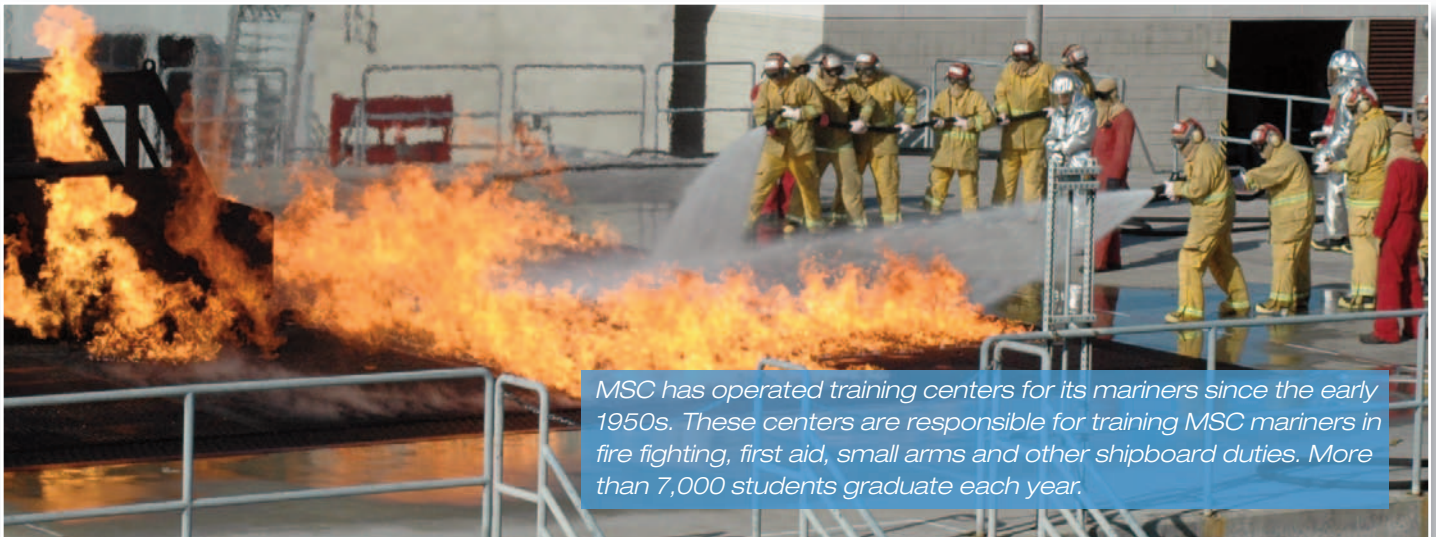
ilitary Sealift Command operates approximately 110 noncombatant, civilian-crewed ships that replenish U.S. Navy ships, conduct special missions, strategically preposition combat cargo at sea around the world and move military equipment and supplies used by deployed U.S. forces. During a war, more than 90 percent of all equipment and supplies needed by U.S. military forces is carried by sea.

MSC is headquartered in Washington, D.C., and has six major subordinate commands worldwide. Military Sealift Fleet Support Command in Norfolk, Va., crews, trains, equips and maintains MSC's government-owned, government-operated ships around the globe. In addition, five operational commands called Sealift Logistics Commands, or SEALOGs, are located in Norfolk, Va.; San Diego; Naples, Italy; Manama, Bahrain; and Singapore.

MSC has its roots in Military Sea Transportation Service, which was established in 1949 as the single U.S. government agency responsible for Department of Defense ocean transportation. In 1970, the name was changed to Military Sealift Command.



MSC fleet replenishment oiler USNS Pecos refuels aircraft carrier USS Ronald Reagan in the Western Pacific.



Workforce

MSC employs more than 9,000 people worldwide, about 80 percent of whom serve at sea. More than half of MSC's workforce is made up of civil service mariners. The remainder includes commercial

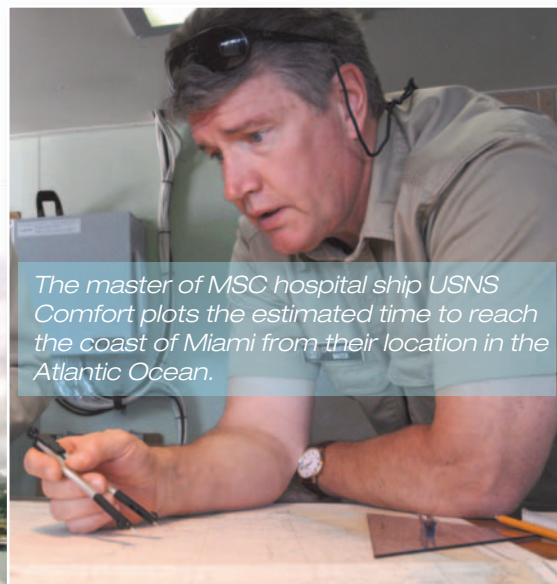
mariners, civil service personnel ashore and active-duty and reserve military members.

All MSC ships, unlike other U.S. Navy ships, are crewed by civilians, and some ships also have small military departments assigned to carry out communication and supply functions.





MSC ships are crewed by civilian mariners, including federal employees and those who work for private companies under contract to MSC.



The master of MSC hospital ship USNS Comfort plots the estimated time to reach the coast of Miami from their location in the Atlantic Ocean.



The crew of MSC fleet ocean tug USNS Apache quickly comes to the aid of an Estonian commercial freighter in flames near Monrovia, the capital of Liberia.

A photograph showing a maritime replenishment operation. In the foreground, a person wearing a white hard hat with a green logo and safety glasses is seen from the side, looking out over the ocean. In the background, a large grey naval ship, the USS Boxer, is underway. It has a prominent blue and yellow striped funnel and two red lifeboats. A thick black hose, part of the replenishment system, runs diagonally across the frame from the foreground ship to the USS Boxer. The sea is blue with white-capped waves. The sky is blue with scattered white clouds.

A chief boatswain's mate observes the safe operation of an underway replenishment between USS Boxer and MSC fleet replenishment oiler USNS Walter S. Diehl in the South China Sea.

Command Relationships

Military Sealift Command reports through three distinct and separate chains of command:

- To Commander, U.S. Fleet Forces Command for Navy-unique missions;
- To Commander, U.S. Transportation Command for defense transportation matters; and
- To the Assistant Secretary of the Navy for Research, Development and Acquisition for procurement policy and oversight matters.



Military Sealift Command's Programs

The command has four programs that conduct its seagoing missions:

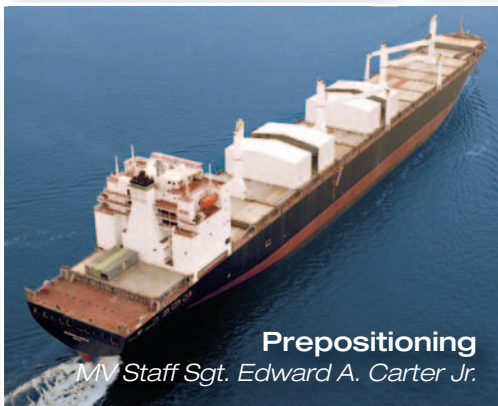
- Naval Fleet Auxiliary Force
- Special Mission
- Prepositioning
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Special Mission
USNS Bruce C. Heezen



Naval Fleet Auxiliary Force
USNS Tippecanoe



Prepositioning
MV Staff Sgt. Edward A. Carter Jr.



Sealift
USNS Fisher

MSC hospital ship USNS Comfort makes its way to Naval Station Norfolk, Va., to load personnel and supplies in preparation for a humanitarian assistance deployment to Latin America and the Caribbean.



Naval Fleet Auxiliary Force Program

MSC's Naval Fleet Auxiliary Force includes approximately 40 ships that are the supply lines to U.S. Navy ships at sea. These civil service mariner-crewed ships provide virtually everything that U.S. Navy ships need at sea, including fuel, food, ordnance, spare parts, mail and other supplies. NFAF ships enable the Navy fleet to remain at sea, on station and combat ready for extended periods of time. Other NFAF ships

conduct towing and salvage operations, and two ships serve as floating medical facilities.

MSC's NFAF is composed of fleet replenishment oilers, ammunition ships, fast combat support ships, combat stores ships, dry cargo/ammunition ships, fleet ocean tugs, rescue and salvage ships and hospital ships. In 2006, the new dry cargo/ammunition ships began replacing MSC's aging combat stores ships and ammunition ships.



USNS Lewis and Clark is the first of up to 11 new dry cargo/ammunition ships that will replace MSC's aging combat stores ships. Inset: A Navy helicopter conducts a vertical replenishment from Lewis and Clark to USS Theodore Roosevelt.



Aircraft carrier crew members hold the phone-and-distance line necessary for continuous ship-to-ship communication during replenishment-at-sea operations with an MSC ship in the Arabian Sea.

Special Mission Program

MSC's Special Mission Program has about 30 ships that provide unique operating platforms and services for a variety of U.S. military and other U.S. government missions.

The program operates ships that conduct oceanographic surveys, ocean surveillance and submarine and special warfare support missions; monitor missile launches and collect data that can be used to improve missile efficiency and accuracy; conduct sound-measuring surveys as part of the Navy's submarine noise reduction program; assist with submarine weapons and navigation system testing; transport, deploy, retrieve and repair undersea cables; operate as the 6th Fleet command ship; and conduct missions in support of the Navy's littoral ship program.

Most special mission ships are operated by civilian mariners who work for private companies under contract to MSC. In 2004, MSC acquired command ship USS Mount Whitney, on which civil service mariners perform navigation, deck, engineering, laundry and galley services, while military personnel support communications, weapons systems and security. In 2008 and 2009, submarine tenders USS Emory S. Land and USS Frank Cable will join MSC, employing a similar crewing concept. Each of these three ships is commanded by a U.S. Navy captain, which allows the ships to retain their commissioned status.



MSC oceanographic survey ships USNS Bruce C. Heezen, USNS John McDonnell and USNS Mary Sears refuel in Singapore, joining ocean surveillance ship USNS Loyal. Inset: Mary Sears hosts high school students participating in an Oceans Alive hands-on biology class at sea as they retrieve plankton samples from the ocean.







A U.S. Marine Corps vehicle is guided down the ramp of MSC Maritime Prepositioning Ship MV Cpl. Louis J. Hauge. The ship was among the first to off-load combat vehicles, equipment and ammunition during the buildup of U.S. forces in Operation Iraqi Freedom.

Prepositioning Program

Military Sealift Command's Prepositioning Program consists of approximately 35 ships that support all branches of the U.S. military and the Defense Logistics Agency. These ships carry the initial support needed by U.S. combat troops in wartime or other contingencies. Most prepositioning ships are placed at sea in strategic locations around the world, ready to quickly deliver their cargo to war fighters ashore.

The Prepositioning Program is tailored to support three unique segments of the U.S. armed forces.

- Maritime Prepositioning Ships support the U.S. Marine Corps and operate in three squadrons, each of which carries sufficient equipment and supplies to sustain more than 15,650 Marine Expeditionary Force personnel for 30 days.
- Army Prepositioned Stocks-3 ships preposition a mix of Army combat equipment and supplies at sea. The ships are designed to accommodate wheeled and tracked vehicles, containerized ammunition, as well as other out-sized equipment needed by Army ground forces.
- Navy, Defense Logistics Agency and Air Force ships, also called NDAF ships, preposition munitions for the Navy and Air Force. Two additional ships provide aviation logistics support. A high-speed vessel carries Marines and their equipment in and around the Far East. A chartered offshore petroleum distribution system ship supports DLA by delivering fuel from offshore to Marines and Army war fighters ashore.

Prepositioning ships include government-owned ships, privately owned U.S.-flagged chartered ships and ships activated from the Maritime Administration's Ready Reserve Force. All prepositioning ships are crewed by civilian mariners who work for ship operating companies under contract to the federal government.

U.S. Air Force munitions are packed for loading aboard an NDAF ship.



During a simulated disaster-relief exercise in Guatemala, MSC large, medium-speed, roll-on/roll-off ship USNS Soderman's stern ramp is used to load and unload military vehicles at sea via floating barges called the Improved Navy Lighterage System.

Sealift Program

Military Sealift Command's Sealift Program delivers the combat and other military cargo needed by U.S. war fighters around the globe wherever and whenever needed.

The program's ships support the global war on terrorism and peacekeeping operations, as well as other day-to-day transportation missions for the Department of Defense worldwide.

The Sealift Program manages a mix of government-owned and long-term chartered dry cargo ships and tankers, as well as additional short-term or voyage-chartered ships. By DOD policy, MSC must first look to the U.S.-flagged commercial market to meet its sealift requirements. Government-owned ships are used only when suitable U.S.-flagged commercial ships are unavailable.

The Sealift Program uses government-owned and chartered tankers to carry approximately 80 percent of all fuel moved over the ocean for DOD.

In 2007, MSC awarded a contract to replace its four government-owned T-5 tankers that are expected to reach the end of their service lives in 2010. Two new chartered tankers, expected to be delivered in 2010 and 2011, will replace the T-5 tankers.

In wartime and during other contingencies, the sealift force can expand dramatically to move massive amounts of heavy armored combat equipment and supplies to theaters of operation worldwide. When suitable U.S.-flagged ships are unavailable, MSC may activate government-owned surge sealift ships. These ships, which are ordinarily kept pierside in reduced operating status with small crews aboard, can be fully crewed and underway to a load port when needed in a matter of days. The surge ships include:

- Large, medium-speed, roll-on/roll-off ships, or LMSRs, which can each carry more than 300,000 square feet of combat cargo; and
- Maritime Administration-owned Ready Reserve Force ships, including roll-on/roll-off ships and a variety of other militarily useful ships. When activated, these ships come under the operational control of MSC.



An Army tank is directed down the ramp of one of MSC's large, medium-speed, roll-on/roll-off ships, which are uniquely designed for wheeled and tracked vehicles.



The Maritime Administration's Ready Reserve Force includes more than 40 ships that are ordinarily kept pierside in reduced operating status with small crews aboard. When activated, the ships are fully crewed by private companies under contract to MARAD, but come under MSC's operational control.



Russian icebreakers escort MSC-chartered, U.S.-flagged container ship MV American Tern through a 70-mile channel that they carved to the port of McMurdo Station, Antarctica. American Tern carried supplies for the National Science Foundation as part of the annual Operation Deep Freeze.

Military Sealift Command Ships: A National Resource

The ships of Military Sealift Command, both government-owned and chartered, are the backbone of U.S. Department of Defense transportation and vital to the nation's defense.

MSC's missions remain essential – whether providing U.S. Navy fleet support, performing special missions for DOD and other government agencies, strategically placing combat equipment and supplies at sea for rapid delivery ashore, or delivering combat cargo to deployed U.S. forces.

The continued success of MSC in meeting its multi-faceted mission requirements depends on the sustained partnership of MSC and the U.S. maritime industry. This relationship will help ensure that MSC remains ready to answer the call whenever and wherever needed.

MSC delivers.



MSC's dry cargo/ammunition ship USNS Lewis and Clark ushers in a new era of underway replenishment for Navy ships at sea. The ship is capable of resupplying Navy ships while underway with food, ammunition and fuel.



MSC's more than 110 active ships proudly display the U.S. flag.

Back cover: MSC fleet replenishment oiler USNS Big Horn transits alongside aircraft carrier USS Enterprise during an underway replenishment in the Atlantic Ocean.

MSC delivers



www.msc.navy.mil